



The National Falcon News

The Monthly Magazine of The Falcon Club of America
April 2014

Bill Honor
Fort Wayne, Indiana
1968 Andrew Street Falcon

The National *Falcon* News

April 2014

COVER: BILL HONOR

1968 ANDREW STREET FALCON

The pursuit for this car began in 1999 and, after much patience and perseverance, it eventually was his. Bill still enjoys driving his Andrew Street Falcon. The cover picture was taken in Montpelier, Indiana.

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.



IN THIS ISSUE

Index of Advertisers.....	2
In the News: Tim Sutherland's Falcon Retractable ...	3
The Andrew Street Falcon: Bill Honor	4
Falcon Club Officers.....	5
Classified Advertising & Guidelines	6
President's Message	8
A Tale of Two Wagons: Gary & Judy Rocke	9
Calendar of Events	11
Crimson Tide: Jim Morgan.....	12
A Blast from the Past	20
Motor City Regional Meet	21
Regularly Scheduled Chapter Meetings	22
Keystone Regional Meet Registration.....	Jacket
35th FCA National Registration	Jacket
FCA Membership Application.....	Jacket



Index of Advertisers

Auto Krafters, Broadway, VA	14
Advertising Guidelines	6
Classified Advertising	6
Dennis Carpenter Reproduction, NC	24
Falcon Club Store.....	8
James Dottling's Falcon Connection, Tucson, AZ.....	4
J. C. Taylor Antique Auto Insurance, PA	23
Mac's Antique Auto Parts, NY	17
Melvin's Classic Ford Parts, GA	19
Obsolete Ford, Nashville, GA	11
Obsolete and Classic Auto Parts, OKC.....	9
Shine! On Me, CA	22

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

Article is from the Saturday, July 13, 2013 edition of *Wichita on Wheels* and was written by Mike Berry of *The Wichita Eagle*.

WICHITA ON WHEELS



One-of-a-kind retractable

■ Even veteran car collectors can't discover Tim Sutherland's hardtop trickery.

BY MIKE BERRY
The Wichita Eagle

Tim Sutherland has always been mesmerized by retractable-roof cars.

"I always wanted a '57 Ford retractable hardtop," Sutherland said, "but I couldn't afford one, so I decided to build one for myself."

But instead of cloning a '57 Ford retractable, he chose to go with something even more difficult: a 1963 1/2 Ford Falcon hardtop. And he managed to pull it off.

Sutherland has been a Falcon fanatic since the day back in 2002 when he spotted a '63 Falcon Sprint convertible while on the prowl for a full-sized vintage Ford.

"I was looking for a Galaxie, but I was able to buy the Sprint for \$1,000," he said. "It took me three years to get it on the road."



Sutherland

Since then, he has built several Falcons and acquired an impressive collection of Falcon parts cars. He has served as president of the Wheat State Falcon Car Club and attended numerous regional and national meets of the Falcon Club of America.

Sutherland's most ambitious project to date was to take a solid steel-roofed Falcon hardtop, slice the roof off, and figure out how to retract the whole thing into the rather diminutive trunk, turning the vehicle into an open-air convertible. The project began in November 2008.

"Originally, I was going to do it like the old-style retractable and fold the roof (in two pieces), but there was not enough room to clear the back seat," he said.

The solution? Subtly stretch the rear of the body by four inches, which would allow the roof to remain a single piece.

To do that, he cut the project car's body vertically through the rear-wheel wells. The rear end of that car had been crunched in an earlier

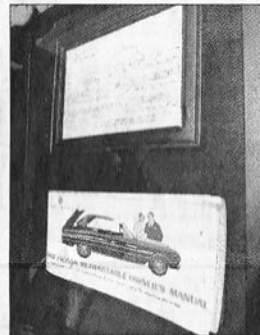


Photos by Mike Berry/The Wichita Eagle

At first glance, Tim Sutherland's 1963 1/2 Falcon looks like any other mid-year fastback with a cool trailer attached. The car is actually a one-of-a-kind retractable hardtop, which can turn into a convertible with the roof stowed neatly under the trunk lid.



The one-piece steel roof raises and moves backward at the flip of a switch, as the decklid opens and engulfs the top.



Little wonder that some people think Sutherland's Falcon Retractable is a Ford factory-built car; he even has an authentic looking owners manual and build sheet.

Tim Sutherland's 1963 Falcon Retractable Hardtop was featured in a recent issue of *Wichita on Wheels*.

The car won "Best in Show," first place in the "1963-1965 Hardtop Modified" division in the 2013 Tulsa Nationals, as well as the coveted "Ladies Choice" award.

Congratulations Tim!

—Continued on page 19

The Andrew Street Falcon

By Bill Honor

It is hard to know where to start this long story of the hunt for the Andrew Street Falcon. For almost 14 years, my son and I have had a relationship with this green, two door 1968 Ford Falcon with 200 six cylinder, C-4 automatic and green interior. Sometimes I felt like Lieutenant Gerard chasing Dr. Kimble in *The Fugitive*—always getting close, but never quite catching my fugitive car.

We first spotted the car on Andrew Street in Fort Wayne, Indiana in 1999. We went to the address to look at a 1964 Falcon for sale and spotted the 1968 sitting in front of the same home. A bit

—Continued on page 15



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Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication. (July 20 for September issue) The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1960 blue Falcon coupe with automatic transmission. It is currently not running but does come with a spare engine. All the glass and the body is good. I would love to sell to someone who will appreciate my little car as much as I do. Renae Hagen, 406-431-5812 or bnhhd@yahoo.com. MT.



1962 Falcon four door sedan. 75,000 original miles. Editor's daily driver for 12 years. Red with white top, grey interior vinyl/cloth. New engine and transmission in 2012. 144 CID automatic. Interior seats nice, floor mats. Headliner needs replacing. Glass and body very good and straight. Trunk mats. A solid running and driving car, for daily use. In the last 12 years, it has been driven 35,000 miles. \$4500. Contact Wendy by email at fca.editor@yahoo.com. KS.



1963 Falcon Sedan Delivery. Original California car. 289 V8 Automatic, new interior, tires wheels & exhaust. Body straight. Chrome & stainless good condition. \$14,000. Tim Grinolds, 619-944-2873 or tvgrin@cox.net. CA.

1963 Ranchero project vehicle. Original V8 truck in pieces. It was a pretty solid truck with minimal rust when stored 25 years ago. I'll have more info when weather permits removal from barn. Lou Williams, 734-522-2548, or lew01a@earthlink.net. MI.



1963 Falcon Futura convertible. Six cylinder 144, four speed, new tires. Red interior, bucket seats. 75,000 miles; restored about 10 years ago. Asking \$12,000. Don Heider, 908-783-3949. NJ.

1964 Ford Falcon, 302 cu. in. engine, 300 HP, C-4 auto transmission, 8" rear end, 5 bolt axles. Rear shortened two inches, power steering, front disc brakes, Flowmaster exhaust. Built by Bill Scribner, Kent, WA. Owner, Don & Amy Tawes, 503-236-4684. OR.



1964 Falcon Sport Futura Convertible. Great Driver. Rebuilt 200 CID six C-4 automatic transmission, 8" Maverick rear axle, 3.25 to 1 ratio; about 2000 miles on the drive train. Top works fine, has repaired rocker and torque boxes, replacement front sheet metal, bumper, serviceable interior and needs paint. Excellent chrome: inside windshield trim, quarter window frames, wing window frames and outside top trim very good to excellent original condition. I have 98% of the parts to finish this car and included for \$5995. Correct Falcon bucket seats and console for \$6995. I have owned the car since 1988 but I have too many projects; needs to go to a good Falcon home. Detailed pictures upon request. Call or email Lenny Kellogg@Kellogg's Garage or lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

1964 Falcon Window Van (Econoline) Rolling chassis set up for small block Ford V8 engine and AOD transmission. Nine inch Ford rear end installed with new brake shoes, wheel cylinders, hoses, and steel lines. Colorado van with only a couple of small rust spots in front of rear wheel wells, some small dents as well. Underside sandblasted and clean. Floor repaired and covered with 5/8" plywood. Engine doghouse modified to cover the V8 motor. Will sell with interior package and outside chrome package included. Many spare parts available as well. Complete custom made aluminum radiator cooling module available for this van as well. Asking \$2500 OBO. Lloyd Marshment, 519-542-3684 or grhead@hotmail.com. Ontario, Canada.



1964 Ranchero. The car is a V8 factory four speed car and in very good condition with 15,000 miles on the rebuild. I'm asking \$11,500 for it. Richard Cash, 707-816-7673 or Richrdcash@yahoo.com. TN.



1964 Futura two door hardtop. Originally a six cylinder car. A 1965 Comet donated all the V8 drive train and suspension. 289 two barrel motor with power steering runs good, doesn't smoke or use oil. Included is the factory under dash AC unit and mounting brackets for the compressor. The motor has never been rebuilt and has about 85,000 miles on it. The

transmission is a C-4. As far as we know it has never been rebuilt either. It shifts fine but when it sits for a month or two it will leak transmission fluid, but once driven it stops. The interior is decent, pleated seat covers from J. C. Whitney, not correct Falcon seats but look nice. Interior is mostly white with black painted metal with new black dash pad painted metal bumpers. Car belongs to my father-in-law and he is parting with it for health reasons. Only driven about 1000 miles since it was done about four years ago. Not a professional shop build but a garage built car. It is about a 7 point car that is very presentable and really gets attention. \$9500. Contact Tim Sutherland, 316-655-0697 or tim@sutherlandbuildersinc.com. KS.

1965 Falcon Futura convertible, burgundy over burgundy/black custom interior. 95,000 miles. Rebuilt 302 H.O. with a 4bbl Holley and rebuilt C4 three speed. Power steering, front disc brakes, dual bowl conversion, five seat belts and modern lights for safety. Newer top, paint is in excellent condition, engine bay detailed, and dash restored. Zero rust, no leaks. \$16,995 OBO. Greg, 734-218-5302 or gregorykrea@gmail.com. MD.

—Continued on page 10

WHERE'S MY AD?

Classified ads must be re-submitted monthly in order to run. Please do not ask for your ad to run multiple months, resubmit the ad in full monthly. Deadline for Classified Advertising is the 20th of the month two months before publication date (July 20 for September issue). Please email your ad if possible and use correct spelling, grammar and punctuation.

President's Message: Cliff McKay

It's been a pretty brutal winter for many of the faithful in the FCA ranks, with record snowfalls all across the Central, South and Eastern time zones. But we've made it through the worst Ol' Man Winter could muster and soon spring will be sprung anew. We can all look forward to longer days, milder temps, and for things to start to pop. I have already marked my calendar with my first car show of the season. Hopefully you've completed major projects or new projects during the protracted winter months, and after some last minute details to finish up, you'll be back cruisin' down the boulevard again!

Are you ready for a run to a Regional or National meet this spring or summer? Don't forget to make a list of things to take with you. Also make a list of unique things to do or places to see along the way as well. I highly recommend creating a personal wish list of needed parts or kits from our vendors or other Falcon friends in the swap area.

Remember that migrating in a flock of Falcons is a great way to travel to Regional or National events. Participation and making new friends is at least half the fun in our local club events. This also helps attract new people to our great cars and FCA membership. Please remember to be a good ambassador to all the interesting folks you meet at these events. We can invite them to participate in some clean fun with our great cars. Camaraderie is good for us all and an excellent recruiting tool too.



Please feel free to pass along your good ideas about chapter recruiting with other chapters and Regional Directors. Additionally, if you have not recently visited our FCA website, you really should check it out. I want to congratulate our Assistant Internet Director, Jeff Thomas, on a job "Well Done." Not sure how long it took him, but I do know the results are a great improvement in my view. If you have not yet taken the time to check it out, you should do so soon.

Reminder: Please get both your 2014 Nationals registration and hotel reservations made soon. Completing these tasks now will help our chapters organizing the event with funding for all the events. It also builds extra clout with the event hotel management.

Visit with youngsters and share your Falcons and car stories with them as the opportunity presents itself. Also try to help any of them when you can if they get into a Falcon of their own. Remember to take kids—yours or somebody else's—to a car show or two this year. Keep the Falcon legacy alive!

Take care. May God Bless. Hope you all have a wonderful spring to get those birds sleek and showy. Have fun working safely on 'em and checking them out for spring cruises as your local weather permits. Falcon On!

—Cliff McKay (FCA #7987)
Peck, Kansas

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The Falcon Club Store thanks you for your support!

A Tale of Two Wagons

By Gary & Judy Rocke

What you see here are two 1964 station wagons. One is a Ford Falcon, the other a Mercury Comet. Both cars were taken apart and put back together by me, with help from a friend when needed. Both cars were mostly rust free and in running condition. The Falcon was a 260 with a three speed transmission. Presently it has a slightly built 302 and a five speed with a locking 3:30 rear end. Disc brakes up front and 15 inch wheels all around. This car was bought for a parts car.

—Continued on page 21



Two of a Kind?



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Classified Advertising

—Continued from page 7

1965 Ford Falcon Sedan Delivery, \$4000.
1965 Ford Falcon Futura HT, \$1200.
1965 Ford Falcon Futura HT, \$600.
1968 Ford Falcon 2 door sedan, \$500.
1965 Ford Falcon 2 door HT, \$700. 1960
Comet two door V8, \$800. 1976 Ford
Ranchero GT, \$7500. Call Don Branson,
636-228-4501 or email dbranson@mail.
win.org. MO.

1966 Ranchero, white, mild custom.
White two tone paint, Gunmetal Grey
and White. Custom interior Gray Tweed
with black trim. Engine is a 351/4V,
modified. Rhino bed liner. Wheels
upgraded. Undercarriage solid and
restored, engine restored, minor dirt
and grime, engine compartment, re-
stored and solid. No excessive leaks in
drive line. Solid and restored. Classified
as a #2 vehicle. Recent appraisal finds
interior above average, exterior excel-
lent, engine condition above average.
\$25,000 OBO. Wilma Miles, 405-659-
0211 or 405-478-1550. OKC.



1966 Falcon Futura. Gold with gold
upholstered interior. Rust free. Six
cylinder 200 engine, automatic trans-
mission. Factory A/C. 126,000 original
miles. Same owner for 40 years. Stored
indoors for past 10 years. Perfect con-
dition, drive anywhere. Asking \$9500
OBO. John, 954-467-8371, marlene@
prosjc.com. FL.

1967 Falcon Futura Sport Coupe two
door Sedan. Six cylinder, automatic
with approximately 78,000 miles.
Little rust on body, motor turns but
hasn't been started. \$1200. John,
413-527-8502. MA.

FALCONS WANTED

WANTED: good 1963, 1964 or 1965
Falcon Sprint with factory four speed
transmission. Hardtop or convertible.
Bench or buckets. Call Dave, 905-
648-2705 or dmolnar@sympatico.ca.
Ancaster, ON.

Wanted: 1965 Sprint, manual trans-
mission, 289, original car or correct
restoration in terms of original color
paint and interior. Distance no prob-
lem. Call Jerry, 336-765-8312 or email
wwhitfield@triad.rr.com. NC.

1969–1970 Falcon coupe, driver quality
or better, must have good paint and
no rust. Mechanical challenges OK.
Stock or lightly modified, V8 preferred.
Willing to travel for the right car for
my 1969 model wife. Knowledgeable
buyer with nice garage. 717-538-0474
or dvandt@yahoo.com. PA.



WANT TO TRADE: Interested in trad-
ing my 1978 Mustang II Ghia V8 for a
1960–65 Falcon Ranchero, two door
sedan or hardtop with a six cylinder or
V8 manual transmission. My car is listed
on Craigslist Houston as "1978 Mustang
II Ghia V8." Take a look and see the
work completed on it and let me know
what you have for trade. I had to sell
my 1962 two door and I want another
Falcon. I have \$5500 invested. Jim,
713-306-2843 or jimsc Classics@yahoo.
com. TX.

PARTS FOR SALE

Two 1963 tudor doors, excellent
condition with all hardware and trim,
\$75 each. 1964 hardtop or convertible
door, lh, good structure but skin has
heavy surface rust, includes vent
window and glass, \$25. 1963 station
wagon tailgate with power window,
\$125. 8.0" axle, 3.0 ratio, 57.5" width
flange to flange, \$125. 8.0" pig 3.0 ratio,
\$75. 9.0" pig 3.25 ratio, \$85. Granada
disc brake spindles, \$75 pair. 1965
power steering linkage and cylinder.
Clearing out 50 year collection of
Falcon parts. Let me know your needs.
Lou Williams, 734-522-2548 or
lew01a@earthlink.net. MI.

1964/65 convertible top frame and
related parts. Complete top frame
assembly, side/corner/top outside
stainless windshield trim, LH/RH pot
metal quarter trim, pump/cylinders/
wiring/switch, latches, sun visors, side
chrome inside windshield trim, one
quarter window regulators/tracks,
tacking strip. Some minor rot in frame,
but in great usable condition. Pump/
cylinder condition unknown. \$750 for
all. Robert Dirksen, 678-313-8438 or
sneskrid@charter.net for photos. GA.

1964–65 Falcon reproduction console
shell, new in box and purchased from
Dearborn Classics, \$65. 1964 Ford
factory under dash air conditioning unit
with SD-507 Sander compressor. Dash
unit needs restored and no compressor
to engine bracket. \$85. Gene Heid,
419-562-4594. OH.

Parts For Sale: NOS: 1960 grille, \$195;
1960 headlight doors, \$95 pair; 1961
grille, \$295; 1961 headlight doors, \$195
pair; 1960 deluxe wheelcovers, 13"
\$195 set of 4; 1962–3 Deluxe Squire
wheelcovers, 13", \$195 set of four. Also
good used 1962–3 Deluxe Squire caps,
\$40-100 per set based on condition.

—Continued on page 14

Calendar of Events

APRIL 4-5, 2014
SOUTHERN COAST REGIONAL MEET
PENSACOLA, FL

For more info email Larry Blum at lwblumjr@juno.com

MAY 4-5, 2014
KEYSTONE REGIONAL MEET
BETHEL, PA

Use registration form in this issue. fordfalcon.org

JULY 10-12, 2014
35TH ANNUAL FCA CONVENTION
OVERLAND PARK, KS

Hosted by the Mid America Chapter. Use form in this issue to register now! midamericafalcons.com.

AUGUST 7-9, 2014
METRO DETROIT REGIONAL MEET
DETROIT, MI

detroitfca.webs.com

AUGUST 22-23, 2014
NE CHAPTER 17TH ANNUAL REGIONAL
FALCON MEET
STURBRIDGE, MA

For info email Cris Bowes at CBRicris@aol.com or check Chapter web site at northeastchapter.com.

SEPTEMBER 5-6, 2014
FCA REGIONAL MEET
NIAGARA FALLS, NY

Hosted by the Erie Canal Chapter FCA.
Holiday Inn, 114 Buffalo Ave, Niagara Falls, NY.
800-HOLIDAY. This is the same hotel as the last time. It is walking distance to the Falls, the Seneca Niagara Casino and many other attractions. To register, use form in this issue or at eriecanalfalcon.com.

OCTOBER 3-4, 2014
CAROLINAS CHAPTER 11TH REGIONAL MEET
KANNAPOLIS, NC

Hosted by the Carolinas Chapter FCA.
For info email James Baxter at info@baxtersigns.com or check Chapter web site at ncfalcon.org.

Are you hosting a Falcon event this year? Send a notice to the Editor at the address on page 5 to get the word out to FCA Members.



1960-1970 FALCON

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Tim Morgan's



Having always loved the style and look of Falcons, I purchased my first 1964 Falcon Sprint in 1967. In 1989 I purchased and restored a 1963 Falcon Ranchero. Looking to purchase another 1962–1964 Ranchero, I was surfing the web and came across a 1964 in Cape Girardeau, Missouri. My wife and I decided to take a ten hour drive to look at the Ranchero. I liked what I saw and brought it home. I am the third owner of the car with the original title. After driving it for a week, I decided to change the car to an older car look with a new car drive.

Being an avid Alabama football fan, I decided to have the truck painted Pearl White and Crimson Pearl with elephant graphics on the hood. The interior seats and door panels are all white and crimson leather. The door panels were made to

look like an elephant's trunk with the arm rest done in wood then painted Pearl White to look like the elephant tusks.

We started the restoration by removing the front suspension—shock tower, upper and lower A arms, brakes, spindles—then installed a new Mustang front end, coil overs cross member, power steering, disc brakes and two inch drop spindles. We had to cut and move the front fender forward two inches so 17" wheels could be mounted. We installed 17" and 18" chrome Riddler wheels. On the front were 215/45-17 inch tires and on the rear were 245/45-18 inch tires.

On the motor, we removed the old six cylinder and transmission and installed a blueprint 302 engine stroked to 347 cu. in. and mounted an automatic overdrive transmission to the motor. We also installed Fast Fuel injection and Rocky Hinge street drive system with polished 140 amp

Crimson Tide



Powermaster alternator, polished power steering pump, water pump, AC compressor, and brackets with three inch stainless exhaust and mufflers. The engine bay has new smooth inner fender panels, smoothed firewall and radiator support, which was moved forward with a new aluminum radiator.

The rear end was moved back two and one-half inches and mounted with four triangular bars with coil overs, then narrowed two inches on each side to keep the rear wheels centered in the rear wheel well. We fabricated frame connectors to tie together the front and rear sub-frames. Connectors were then bolted in place and welded.

In the interior of the cab, we fabricated and installed a new console which houses the air conditioner controls and vents, starter button, glove box and storage bin. We then installed six Dakota digital gauges and a new tilt SS steering column. Removal of the bench seat allowed custom seats and door panels to be installed. A custom sound radio with AM/FM six CD changer and iPod was installed. Vintage heat and air system, all AC and water hoses run on the outside of inner fender well, keeping the engine bay clean.

All new wiring was placed throughout the truck and we installed four wheel power disc brakes.

The entire restoration took ten long months. But once I got behind the wheel it was worth the wait. I have my old car look with the new car drive. Restoration was done by Bill and Lester at B & P Street Rod Repair, the interior by Cover Cats, and the paint and graphics by Randy Bush at Southern Pride Custom Paint.

—Jim Morgan (FCA #14844)
Foley, Alabama



Classified Advertising

—Continued from page 10

New hardtop bucket seat upholstery, tan or black front and rear seats; \$300 per set. Nice used polished 1963 grille, \$595. Re-chromed interior windshield trim for hardtops and convertibles: three piece set, \$325–450 exchange. 1966–67 power steering system: steering box with straight through shaft, complete lower linkage, no pump/brackets, \$495 as is. Single chrome Ranchero trim set, \$750, needs only the chrome handle for the gas cap. Station wagon tailgate cranks with serviced locks and new keys for 1960–70, \$150–\$250 1964–65 Futura door badges, repainted, good chrome, \$20 pair. 13" wire spinner hubcaps, all grades: NOS, restored, good used, driver quality. 14" wires spinners buffed/not, two sets. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call or email with your needs. Lenny Kellogg@Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

Bare big bearing "N" case, \$300. 31 spline axles, \$300. 3.00 ring and pinion, \$75. Staggered shock plates, rough, \$75. All parts out of 1970 Cyclone. Should fit 1970½ Falcon. John, 413-527-8502. MA.

1965 Falcon parts. 27 moldings; new gas cap; 2 gold valve pan covers and gold air cleaner. 1963 Sprint console. Bob Miscovich, 724-523-6358 or sylvester74@juno.com. PA.

Excellent parts from original 1964 six cylinder Falcon convertible. Complete rear end with new brakes, wheel cylinders and carrier bearings, \$150. Five 13" four lug wheels and tires, \$80. Complete heater assembly with excellent control panel and cables, \$75. Shipping extra. Wayne Rollins, 865-856-3030 or wrjr57@comcast.net. TN.

Ford-O-Matic two speed auto transmission for a straight six. Professionally rebuilt by United Transmission of Burlingame, California. Barely 500 miles on rebuild. \$700 invested, but want to sell it, make offer. Can arrange delivery. Don Mangan, 650-787-4166 or hillbilly-don1723@yahoo.com. CA.

1963/1962 Falcon Futura bucket seats. Each pair of seats (2), \$225. Doug Nickerson, 760-728-1700 or dnicke@sbcglobal.net. CA.

1970 302 heads, cast #DOOE, dates 9L18 & 9J9, one pair \$100. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair \$100. NOS rear brake drum, part # CODZ-1126-B \$80. NOS road draft tube, part #CODE-6758-A \$15. NOS taillight lens, part #CODF-13450-A, \$30. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

I have parts available from a 1967 Ford Falcon Sport Coupe that I dismantled. The body was not salvageable for

—Continued on page 18



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The Andrew Street Falcon

—Continued from page 4

beaten up, but I thought it would make a real nice daily driver.

We talked a bit about the 1964 but kept asking him to sell the 1968. He said, “No,” and indicated that he drove it a lot and it was not for sale. We kept in touch for awhile, and I called him every once in awhile, but the car was not for sale.

About a year later an ad appeared in a local paper for a 1968 Falcon. Like always, we love that year, so off we went to look at the car. Turns out it was for sale on Sherman Street, but it was definitely the Andrew Street Falcon. It always sported these really weird homemade markers made of black plastic. Now, it had a Harley license plate on the front and a steep price tag. It sat in a tight dark damp garage and looked rather sad there, especially since I believed the owner would never do a thing to improve the car. Our “Fugitive” looked a little more worn but I still wanted it. The car was for sale for a firm \$1500 and not worth that much, so once again I said goodbye to it and knew it was not meant to be—or was it? Well, at least not that day. Before we left, once again we took pictures of the car.

From time to time we would spot the Falcon at a car show in town, but with no owner to contact, we would leave a card but never get a call back.

Then, after some time passed, a short and sweet ad pops up on Craigslist. It read “1968 Falcon For Sale,” had an

asking price of \$4000, and had no pictures posted. We knew it just could be the elusive Andrew Street Falcon. We called the phone number and the guy was nice and honest to a fault. He told us he paid \$5000 for the car and was asking \$4000 and, by the way, he hadn’t done a thing to the car. As we talked on the phone, the price dropped to \$1100 in five minutes. We decided to go check the car out.

The man managed a trailer park and the car was in a nice self-storage garage. He opened the storage bay and there sat the 1968 Andrew Street Falcon, now a little more worse for wear and sporting an additional rear window glass in the rear seat. No one knew why; the existing one was in great shape and didn’t need replacing.

For the first time I got to sit in the car. It started on the first turn of the key. I drove it in and out of storage and was ready to deal and take her home—finally. But not so fast. We could not come to terms on price and once again, I said goodbye to my old friend with the ugly homemade front black plastic markers. We called every once in awhile, left our number, and hoped he would soften his price, but had no luck.

Once again, a 1968 Ford Falcon turns up in a Craigslist ad and, this time, we recognized the manager’s number at the mobile home park. The ad said, “lost storage, must sell.” Turns out the storage facility was sold, and his mobile home park no longer owned it.

The ad was a week old when we spotted it. We called, a nice lady answered the phone and said the car had to be moved to a new storage facility by orders of the new owners. She said her boss was asking \$1500 but might be more negotiable on price now since, when it was moved by the towing company, they hurt the car frame. The floors were weak—probably just a hole in them or something. We made an appointment and met the owner at the storage facility across town. It was in a tight spot surrounded by cabinets and wood and this place was needed for a work area. The car had to go very soon. As we walked in the storage area we spotted our old friend, the Andrew Street Falcon. The tow truck driver had changed the car from a daily driver to a parts car. Oh my, the damage he did to this car was horrid. The tow truck driver had pulled the dog house away from the rest of the car by several inches and made it sit peculiarly, to say the least. In the process he knocked off the exhaust, pulled out the drive shaft and just made an all-around mess of the car. The owner had contacted a lawyer about the damage but was told that, in Indiana once a car is on a tow truck, you have no recourse for damages. How sad, for it was definitely abuse. He even had to still pay for the tow that ruined his car if he wanted it released back to him. Talk about adding insult to injury. Where the

—Continued on page 16



These pictures show the state of the Falcon in the storage facility in September 2012.

The Andrew Street Falcon

—Continued from page 15

car was pulled apart was not even very rusty. This could happen to anyone so choose your tow company wisely. I kept walking around the car and shaking my head because I was so disgusted seeing the car look like this. We took a visual inventory, recognizing the car had some great parts, original antenna, original gas cap, great straight hood, nice complete trim, good tires, rims and hubcaps. Lots of parts. And, oh yes, all perfect glass. Not to mention it had a working engine and transmission. Of course the car had lousy bumpers. But what did you expect—it's a 1968 Falcon! We haggled a bit and I called my AAA towing provider and, after agreeing to \$300 for a good parts car, it was delivered to the front curb of my home. There we would take it apart and sell the rest for scrap price to a local junkyard.

Well, not so fast. My son is stubborn, he said we could fix it ourselves. I said, "No way!" Boy was I wrong. First he got out a come-along and pulled it back together. Then we went to the hardware store and bought some real strong hardened bolts. He drilled the frame and bolted this car back together. He then got out the welder and welded like a madman and got the car almost ready. The transmission rear mount was broken,

On a trip to a junkyard, we passed through the town of Montpelier, Indiana, where I took this picture of my Falcon with the giant Indian in the background.



The Falcon is finally being taken to our home.





Update on the Andrew Street Falcon: We removed the side trim and installed it on my black 1969 Falcon and filled in holes and covered them with a red pinstripe to match the red wall tires recently installed from stock in our basement. We are still enjoying driving the Andrew Street Falcon.

making the drive shaft hit the floor pan, so that had to be replaced. Then a new gas line was installed and it was time for the test. Most importantly, we had a pair of markers in the basement and those black plastic front ones were removed and nice originals were installed that made it kind of an upgrade to a 289—or at least from viewing the markers.

We had been chasing this car since 1999 and now it was Judgment Day. It was September 2012 and I was about to turn the key and take the car for a ride. It started on the first turn and ran so well that I took the car to work that entire week. It got the final test when we took the car on a 100 mile round trip to the Rebel Run car show in Gas City, Indiana. It made the trip, used little gas, burned no oil, and proved it had a good engine and transmission. Never give up on your pursuit. The Andrew Street Falcon journey continues.

—Bill Honor (FCA #6393)
Fort Wayne, Indiana

Bill and Dillon Honor are frequent contributors to *The National Falcon News*.

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—Continued from page 14

restoration. If anyone is in need of any specific parts for a 1967 Falcon, contact me by phone at 716-735-7547 or GreedyMite@hotmail.com. If the part is available, I will give an overview of the condition along with a price. Shipping extra charge or parts can be picked up. Many parts are interchangeable with 1966, 1968, 1969 and early 1970 Ford Falcons. Ask for Bob. If no answer please leave a message and I will return the call. Please call between 7:00 PM and 9:30 PM Eastern Time. Bob Karpenko, NY.

One rear bench seat from 1968-1969 Falcon. Light blue and dark blue vinyl and seat in excellent condition. Asking \$50 OBO plus shipping. Lloyd Marshment, 519-542-3684 or grhead@hotmail.com. Ontario, Canada.

1964 Falcon V8 front brakes complete for sale. New brake shoes (2 1/4" wide), new wheel cylinders, new hoses, new NOS brake drums. All above with approximately 250 miles on them. Also comes with original backing plates. Asking \$225 OBO plus shipping. Lloyd Marshment, 519-542-3684 or grhead@hotmail.com. Ontario, Canada.

NOS Parts: C20B-13450-B lens, \$30. C2DZ-4851-A U-joint flange assembly, \$100. C0DZ-13341-A turn signal switch plate, \$55. C4DZ-5630-C spring shackle kit, \$75. C4DZ-17A553-A wiper switch, \$60. C6DZ-18578-A heater switch, \$60. All plus shipping. John, 413-527-8502. MA.

Large 35 year collection of good used parts for 1960 through 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963-65 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61

Falcons, new, \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org. MO.

One Ford eight inch differential. Three to one gear ratio, limited slip, twenty eight tooth axle gears. Rebuilt with new bearings and seal. \$300 + shipping. Ron Winkler, 775-356-7313. NV.

1964 Falcon parts: hardtop doors, fender, deck lid, new C4 Coan transmission, big block clutch fan, clutch disc, clutch forks, carburetors, shifters (some Hurst), Motorsport aluminum valve covers (high rise), new 4.88 gears (two sets), headlight bezels, Lemmans rods and pistons. Call Phil or Claudia 269-746-4385 or 269-369-5059. MI.

PARTS WANTED

Looking for 1964 Ford Falcon Futura dash bezels. Covers for radio and glove compartment. Chuck Burgess, 512-497-6834 or Charles_Burgess@Dell.com. TX.

Heater/Fan switch for 1963 Ranchero. Don Mangan, 650-787-4166 or hillbillydon1723@yahoo.com. CA.

289 Hi Po San Jose built four speed radiator, Top tank is stamped:
C4ZE W-MO
G2 2-65.
3939-S fuel pump, I am looking for February 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

1964, 1965 automatic floor shifter for a Falcon or Ranchero. A non-column shift steering column for a 1964 or 1965 Falcon or Ranchero. Please contact Paul at 617-549-9973 or paul@bostonsoundworks.com. MA.

Squire side molding attachment screws and stainless caps. Bob, 803-642-3411, 9:00 AM-7:00 PM EST. SC.

Looking for 1961 Falcon stainless steel body moldings, fenders: all cars, doors: four, quarters: four door wagon, rear. Pete, 2k@lycos. CA.

MISCELLANEOUS WANTED

My name is Marc Veenhuis. I'm from Holland and I love cars as long as I can remember. I had six strokes (cerebral infarctions, CVA or other medical terms are used for this) so I am in a wheelchair most of the time. Between my physical treatments, I try to collect car emblems; this is not only a hobby but a kind of therapy too because it keeps my memory active when I try to remember car names and the cars they belong to. Maybe you have got some spare or slightly damaged car badges lying around. Just plastic or metal badges you cannot use anymore, I really would love to receive them for my collection, I will appreciate that very much. With kind regards and respect, I hope to hear from you soon. Marc Veenhuis, Boomgaard 10, 7021 KZ Velswijk - Zelhem, The Netherlands. Email Carnut8@hetnet.nl or carnut@kpnmail.nl.

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—Continued
from page 3

accident, so it was discarded and the rear end of a four-door Falcon body, with the needed extra four inches of sheet metal, was skillfully grafted to the hardtop body.

"Unless you know what you're looking for, you can't even tell it's there," Sutherland said of the added length.

Since the unibody car was going to lose much of its structural strength by taking the top off, Sutherland proceeded to tie the front and rear subframes together with pieces of rectangular steel tubing, making the car, in effect, a full-frame car.

With the extra room in the trunk, it then became a matter of figuring out how to lower the roof from its upright position into the trunk. A total of seven electrically driven actuators lift the roof away from the windshield header and gently ease it backward and down, where the open trunk swallows it and then lowers to cover the stowed top.

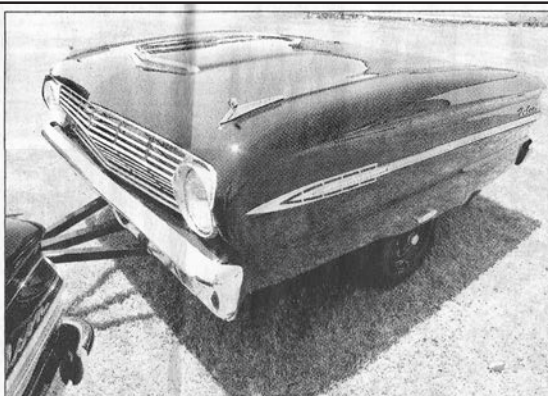
"For about a year, I didn't say a word about it," Sutherland said. "Then I finally told some people what I was doing when I got the roof mechanism and the trunk to work."

It was a lot of trial and error as he fabricated the unique roof system.

"I had to do away with the window cranks and the armrests in the back, so that meant I had to go with electric windows, which no Falcon ever had. I just figured it out as I went," he said. "I knew from Day 1 that I wanted it to be black. So I knew it had to be straight, so I always took the time to measure and tweak it."

A friend, Danny Hand, immediately volunteered to paint the car for Sutherland when he saw it.

"He finished the body work and



Sutherland needed a place to haul the tonneau cover when it's not in use on the car, so he turned another '63 1/2 Falcon parts car into a trailer, complete with grille, head lights and tail lights.

prep and did a super job on it," Sutherland said. "I've never had a car this nice."

The car was finished in PPG Jet Black basecoat/clearcoat. Art Carlton of Innovators West in Hutchinson topped things off with a set of custom-made "retractable" badges that blend into the side trim. Modified Galaxie wire wheel hubcaps on 14-inch wheels sets it all off.

Inside, Sutherland wanted the car to look factory-built, so he went with standard Falcon Sprint bucket seats and center console and an under-dash air conditioning unit. The console houses the switch panel for the top's workings and a hidden MP3 music system. The upholstery is all black to match the exterior.

Sutherland wanted the reliability of a more modern engine under the hood, so with the help of several car

buddies, he rebuilt a 5.0 liter V-8 out of an '89 Mercury Grand Marquis, keeping it basically stock, but adding a late model Mustang computer and fuel injection. The Marquis' automatic overdrive transmission was also used. Coupled to a 3.50 Maverick rear end, Sutherland hopes to cruise at 28 to 30 miles per gallon on the highway.

As if all that wasn't enough work, he decided to build a special trailer to stow the rear tonneau cover when the car is on the road in its hardtop configuration. What makes a better trailer for a '63 1/2 Falcon than another '63 1/2 Falcon, sliced and diced, with the front grille and rear end blended into one unit? The trailer, which also opens and closes thanks to electric actuators, is designed to open from the side, not the front or the back.



An upgrade in power and reliability was required under the hood, where an '89 Mercury Grand Marquis' 5.0 liter V-8, outfitted with late-model Mustang fuel injection was rebuilt and installed.

The car was finished in time for the Falcon Nationals in Louisville last year, but not the trailer. The car won a best modified hardtop award and a ladies choice award. Sutherland displayed the car with what appears to be a factory-issued Falcon Retractable owners manual and build sheet, fooling even some Falcon experts into believing it was a rare prototype that never made it into production.

"I have already had so much fun with this car, messing with people's heads," he said.

When he finished third at a local car show in a mildly modified class, he said the judges never recognized it was not a factory-built car.

"To me, that's a compliment," he said.

This weekend, the '63 1/2 Falcon Retractable is on display at the Falcon Nationals in Tulsa, with its Falcon trailer in tow.

Reach Mike Berry at
mberry@wichitaeeagle.com.

"I have already had so much fun with this car, messing with people's heads."

—Tim Sutherland (FCA #11096)

If your Falcon is featured in a publication, please send us a copy so we can share it in The National Falcon News.

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A BLAST FROM THE PAST

This 1963½ Futura was a 2001 Falcon Photo Contest winner. At the time, it was owned by Don Sublett of Catlettsburg, Kentucky. He bought it from his brother-in-law of Cleves, Ohio in 1972, who purchased the car new at a local Ford dealer. It had a factory 260 cu. in. engine and four speed transmission.

If you know anything about Mr. Sublett or the current whereabouts of this Falcon, please email the Editor with the information.



Where is this Falcon now?



A Tale of Two Wagons

—Continued from page 9

The Comet was purchased by my wife as a project car for me so I would have something to do when I retired. This car was a 200 with a two speed. It is still a 200 six, but with a C-4 transmission and power brakes. The under dash air is still on the work bench. Time will tell who wins the argument about having a little more horsepower. Right now the grandkids love their parade car.

There are nine not real obvious differences between the two cars. Both cars have 14 inch wheels with four lugs on the Comet and five on the Falcon. Differences from the Falcon include bigger turn signals in front, grille and headlights, longer hood, front fenders and trim, plus rear taillights and tailgate. Last would be the dash.

—Gary and Judy Rocke
(FCA #13955)
Ione, California

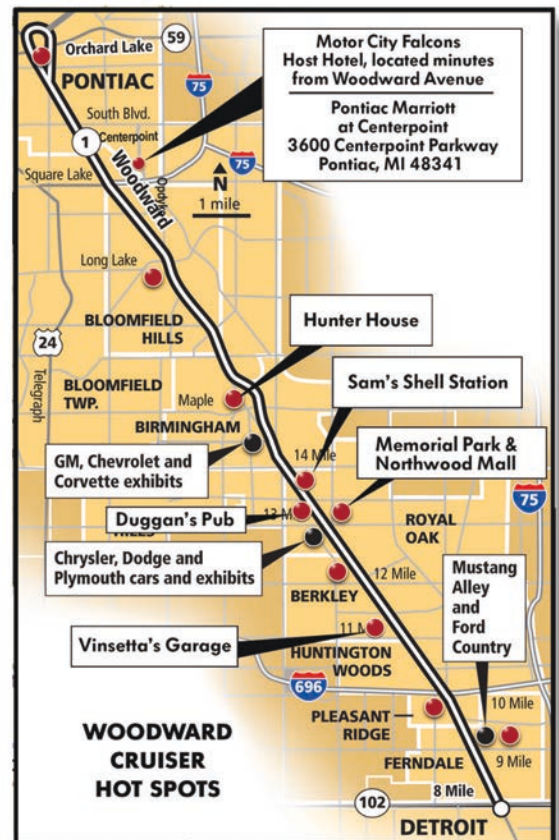


Motor City 2014

FALCONS SET TO CRUISE WOODWARD AVENUE

Officially, the Woodward Dream Cruise takes place on Saturday, August 16th (www.woodwarddreamcruise.com for schedule of events). Dream Cruise veterans know the cruising along the 16-mile stretch of the historic avenue revs up a week or more in advance of the big day. As part of your 3-day visit to the **Metro Detroit Chapter's FCA North Central Regional "MOTOR CITY FALCONS 2014"** on **August 7, 8, and 9th**, you will have the evenings free to enjoy the show. Join the locals who actually start cruising weeks earlier and hit the strip to see a ton of cars out. Everyone has a great time and you can actually drive your car at speeds above overheat. Some of the hottest cruising spots include Memorial Park, just north of 13 Mile Road in Royal Oak; 9 Mile and Woodward Avenue in Ferndale; downtown Birmingham; downtown Berkley; and the Northwood Plaza on the southwest corner of Woodward and 13 Mile Road in Royal Oak. There are also many choices for dining on the strip, such as the classic auto themed "Vinsetta's Garage." The MDFC hopes to see you there!

For more information on the August 7, 8, and 9th Motor City Falcons 2014 event, go to www.detroitfca.webs.com or call MDFC President Gordon Leslie at (313) 382-2993.



FCA Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun. monthly
Pig Stand, 1508 Bdwy.
San Antonio, TX
210-626-2050

Arizona Chapter Phoenix, AZ

2nd Sat. except June,
July, Aug. at Berge Ford
460 E. Auto Center Dr.
Mesa, AZ
480-888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. Mar., June,
Sept., Dec. 12:00 Noon
Mark's Feed Store
10316 Dixie Hwy.
Valley Station, KY
502-290-8716

Blue Ridge Chapter South Carolina

3rd Sun. monthly
Greer, SC
864-879-1060

Capital City Chapter Austin, TX

3rd Sat. monthly,
4:00 PM
512-670-0544

Carolinas Chapter Charlotte, NC

1st Mon. 7 PM
Holiday Inn Express
2491 Wonder Dr.
Exit 60: I-85
Kannapolis, NC
704-736-1920

Central California Falcons Bakersfield, CA

1st Tue. 6:30 PM
Marcia's house
5304 Southshore
661-587-8539

Columbia River Chapter Vancouver, WA

1st Thurs. monthly
7:30 PM, March–Nov.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd.
Vancouver, WA
360-225-7403

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat. monthly
501-605-1370

Gateway Chapter St. Louis, MO

4th Sun. monthly
636-677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat. odd months
408-293-5848

Greater Ozarks Chapter Springfield, MO

2nd Sun. even months
Panera Bread
N. Kansas Expressway
Springfield MO. 2:00 PM
417-761-2677

Hoosier Chapter Indiana

1st Sun. monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
317-418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun. monthly
903-572-9593

Metro Detroit Chapter Detroit, MI

1st Sun. bi-monthly
Holiday Inn Southgate
17201 Northline Road
Southgate, MI
313-382-2993

Mid America Chapter Kansas City

1st Fri. monthly
913-592-3571

Mile Hi Chapter Denver, CO

3rd Fri. monthly
303-857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
615-452-0321

Northeast Chapter New England

3rd Sat. monthly
northeastfalconchapter.com
401-823-1059

Northland Chapter Minneapolis, MN

2nd Sun. odd months
651-458-1707
northland-falcons.com

Rainier Chapter Seattle, WA

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River City Chapter Sacramento, CA.

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Round Table Pizza
1566 Howe Ave
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So-Cal Falcons Pasadena, CA

2nd Sat. bi-monthly
805-583-4403

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405-820-4808

Sonoma County Santa Rosa, CA

1st Thurs. monthly
707-539-2860

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—Article on page 12

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